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TABLE OF CONTENTS

Department of Agriculture:	
Agricultural Adjustment Administration:	
Notice of hearing with respect to handling of tomatoes grown in Texas.	615
Bureau of Animal Industry:	
Declaring names of counties placed in modified tuberculosis-free accredited areas.	615
Department of Commerce:	
Bureau of Lighthouses:	
Regulations for lighting bridges over navigable waters, etc.	616
Department of the Interior:	
National Park Service:	
Shenandoah National Park, local subsidiary regulations.	615
Federal Communications Commission:	
Exemptions from compliance with radio-telegraph installation requirements, etc.	617
Holding companies, approval of annual report Form H.	618
Telephone carriers, approval of annual report Form M.	618
Interstate Commerce Commission:	
Posting of tariffs, schedules of minimum charges and contracts.	618
Securities and Exchange Commission:	
Notice and order for hearing, in the matter of:	
Washington Gas and Electric Co.	618

In accordance with Section 2, of Regulation 7 of B. A. I. Order 309, as amended September 10, 1936, the following named counties, in the States named, having completed the necessary retests for reaccreditation, are hereby continued in the status of "Modified Accredited Areas" until the date given opposite each county named.

Colorado: Dolores, March 1, 1940; Montezuma, March 1, 1940.
 Florida: Cadson, March 1, 1940; Monroe, March 1, 1940.
 Georgia: Jackson, March 1, 1940; Stephens, March 1, 1940.
 Idaho: Cassia, March 1, 1940; Minidoka, March 1, 1940.
 Illinois: Edgar, March 1, 1940.
 Kansas: Leavenworth, March 1, 1940; Stafford, March 1, 1940.
 Kentucky: Bracken, March 1, 1940; Lyon, March 1, 1940.
 Maine: Knox, March 1, 1940; Lincoln, March 1, 1940.
 Michigan: Bay, March 1, 1940.
 Minnesota: Cottonwood, March 1, 1940; Lincoln, March 1, 1940; Olmsted, March 1, 1940.
 New Jersey: Gloucester, March 1, 1940.
 North Carolina: Moore, March 1, 1940.
 Tennessee: Lewis, March 1, 1940; Obion, March 1, 1940; Van Buren, March 1, 1940.
 Virginia: Fluvanna, March 1, 1940; Nansemond, March 1, 1940; Richmond, March 1, 1940.
 Washington: Columbia, March 1, 1940.
 West Virginia: Cabell, March 1, 1940.

Declaration No. 12, dated October 1, 1936, as amended, is hereby further amended accordingly.

J. R. MOHLER,
Chief of Bureau.

[F. R. Doc. 37-723; Filed, March 12, 1937; 12:42 p. m.]

DEPARTMENT OF COMMERCE.

Bureau of Lighthouses.

REGULATIONS FOR LIGHTING BRIDGES OVER NAVIGABLE WATERS; ALSO FOR LIGHTS ON SHEER BOOMS, PIERS, DAMS, AND SIMILAR OBSTRUCTIONS TO NAVIGATION

FEBRUARY 25, 1937.

The regulations published herewith supersede all previous editions.

1. *Law requiring lighting of bridges.*—All parties owning, occupying, or operating bridges over any navigable river shall maintain at their own expense, from sunset to sunrise, throughout the year, such lights on their bridges as may be required by the Commissioner of Lighthouses for the security of navigation; and, in addition thereto, all persons owning, occupying, or operating any bridge over any navigable river, shall, in any event, maintain all lights on their bridge that may be necessary for the security of navigation. (Act Aug. 7, 1882, 22 Stat. 309; Sec. 6, Act June 17, 1910, 36 Stat. 538.)

2. *Congressional authority for construction of bridges.*—That it shall not be lawful to construct or commence the construction of any bridge, dam, dike, or causeway over or in any port, roadstead, haven, harbor, canal, navigable river, or other navigable water of the United States until the consent of Congress to the building of such structures shall have been obtained and until the plans for the same shall have been submitted to and approved by the Chief of Engineers and by the Secretary of War: *Provided*, That such structures may be built under authority of the legislature of a State across rivers and other waterways the navigable portions of which lie wholly within the limits of a single State, provided the location and plans thereof are submitted to and approved by the Chief of Engineers and by the Secretary of War before construction is commenced: * * *. (Act of Mar. 3, 1899, sec. 9, 30 Stat. 1151.)

Lights on bridges under construction are prescribed by the Chief of Engineers; after completion these regulations prescribed by the Commissioner of Lighthouses will apply.

3. *Secretary of Commerce to prescribe lights.*—That when, hereafter, authority is granted by Congress to any persons to construct and maintain a bridge across or over any of the navigable waters of the United States, * * * the persons owning or operating any such bridge shall maintain, at their own expense, such lights and other signals thereon as the Secretary of Commerce shall prescribe. * * *. (Act of Mar. 23, 1906, 34 Stat. 84 and 85.)

4. *Penalty for failure to maintain lights.*—Any person, firm, company, or corporation required by law to maintain a light or lights upon any bridge or abutments over or in any navigable waters who shall fail or refuse to maintain such light or lights, or to obey any of the lawful rules and regulations relating to the same, shall be deemed guilty of a misdemeanor and be subject to a fine not exceeding the sum of one hundred dollars for each offense, and each day during which such violation shall continue shall be considered as a new offense. (Act May 14, 1908, sec. 5, 35 Stat. 162.)

5. *Interference with bridge lights.*—Any person willfully obstructing or interfering with any of the lights covered by these regulations is subject to the fine provided by section 6 of the act of May 14, 1908, of not exceeding the sum of five hundred dollars for each offense, and each day during which such violation shall continue shall be considered as a new offense.

6. *Law requiring lighting of dams, etc.*—Persons owning or operating any dam or accessory works across navigable waters shall maintain at their own expense such lights and other signals thereon as the Secretary of Commerce shall

prescribe, and for failure so to do in any respect shall be deemed guilty of a misdemeanor and subject to a fine of not less than five hundred dollars, and each month of such failure shall constitute a separate offense and subject such persons to additional penalties therefor. (Substance of act June 23, 1910, 36 Stat. 594.)

7. These regulations apply also to bridges over artificially made waterways, such as canals, constructed in accordance with the provisions of the act of March 23, 1906. (34 Stat. 84 and 85.)

8. When the Engineer Department of the War Department has issued a regulation to the effect that owners or tenders of bridges shall toll a bell or operate some other approved sounding device as a signal to vessels during fog that the draw span is open, the Superintendent of Lighthouses shall pass upon the size, weight, tone, and characteristic of the bell, or the efficiency and characteristic of any other prescribed signal.

9. All bridge lights required by these regulations shall be securely attached, and shall be visible on a dark night with a clear atmosphere at least 1 nautical mile, or about 2,000 yards and shall be located as prescribed by the Commissioner of Lighthouses with colors and arcs of illumination as specified, using oil or other suitable lamps except on electrically lighted bridges, where electric lights shall be used. All lights are to be of such power as, in the opinion of the Commissioner of Lighthouses is required for the safety of navigation and in no case less than furnished by a pressed Fresnel lens, 6 $\frac{1}{2}$ inches inside diameter by 6 $\frac{1}{2}$ inches clear height of opening with a one inch flat wick for oil lamps, or with a 50-watt clear electric lamp bulb. The color characteristic must be imparted to the light in such manner as not to unduly diminish the light transmitted, as compared with the best practice.

10. Mid-channel lights on fixed spans shall be green, shown from a green lens or a white lens with a green panel, and channel side lights shall be red.

11. Draw-span lanterns of drawbridges shall be constructed with a 360° white lens, using red disks or panels to be set in two opposite sides and green disks or panels to be set in the intermediate sides, or with red and green lenses instead of the foregoing. The light from each disk, panel, or lens is to cover approximately 60 degrees of the horizon and not more.

12. Lift-bridge lanterns shall be constructed either with a white lens, using red and green panels or with red and green lenses, in such manner as each case may require. In the case of lanterns with both red and green lenses the angular width of the lens shall be approximately 60 degrees but not more.

13. Pier lights on all bridges shall be shown from a red 180-degree (half-round) lens. The arc of illumination shall be 180 degrees, or one-half of the horizon. Protection piers or dolphins shall be lighted where necessary.

14. Lights on sheer booms, isolated piers, dams, and obstructions shall be shown from red 360-degree lenses. The arc of illumination shall be 360 degrees. As many lights shall be used as may be deemed necessary by the Superintendent of Lighthouses, with the approval of the Commissioner of Lighthouses.

15. Obstructions to aviation.—Where, in the opinion of the Commissioner of Lighthouses, the bridge superstructure is such as to constitute an obstruction to aerial navigation, special lighting of obstructions may be required. The Commissioner of Lighthouses will determine and advise the nature of lighting required in each such case.

16. Seasons of navigation.—In cases of closed seasons of navigation, lights on bridges and other structures must be exhibited from sunset to sunrise at all times when vessels can enter ports or are navigating in the vicinity.

17. Bridges infrequently used, and unusual cases.—Draw and lift bridges over minor streams which are not opened more frequently than four times between sunset and sunrise in any one week, and fixed bridges over such streams, may, on the recommendation of the proper Superintendent of Lighthouses, with the approval of the Commissioner of

Lighthouses, be exempted from the other provisions of these regulations, provided that all persons owning, occupying, or operating any such bridges shall maintain such lights on their bridges as may, in the opinion of the Superintendent of Lighthouses be necessary for the security of navigation. The manner of lighting structures not covered by the foregoing rules shall be referred to the Commissioner of Lighthouses through the proper Superintendent of Lighthouses. In special or unusual cases the Commissioner of Lighthouses may, in his discretion, if satisfied that the safety of navigation is adequately protected, waive or modify these regulations, or exempt bridges from their operation.

18. Bridges crossing channels obliquely.—Bridges crossing a body of water at an angle other than 90 degrees with the axis of the channel must be lighted in accordance with these regulations, with such modifications as are necessary in each particular case.

19. Stops for draws.—The attention of the owners or operators of drawbridges is called to the importance of providing stops to prevent draws from rotating beyond the proper point, thus obstructing the opening and endangering the safety of navigation.

20. Enforcing Officers.—The Superintendents of Lighthouses have immediate authority over lighting of structures in their respective districts and are charged with the enforcement of these regulations.

A copy of these regulations will be sent free of charge to any shipmaster, pilot, or bridge owner on application to the Division of Publications, Department of Commerce, Washington, D. C.

[SEAL]

H. D. KING,
Commissioner of Lighthouses.

Approved:

DANIEL C. ROPER,
Secretary of Commerce.

[F. R. Doc. 37-719; Filed, March 12, 1937; 11:03 p. m.]

FEDERAL COMMUNICATIONS COMMISSION.

EXEMPTIONS FROM COMPLIANCE WITH RADIOTELEGRAPH INSTALLATION REQUIREMENT OF SAFETY OF LIFE AT SEA CONVENTION

In a regular meeting of the Telegraph Division of the Federal Communications Commission, on March 9, 1937:

Whereas, There has been filed with the Federal Communications Commission an application by the Puget Sound Navigation Company for exemption, pursuant to the provisions of Article 28 of the Safety of Life at Sea Convention, from the requirement of a radiotelegraph installation as specified in Article 27 of the Convention, for the following vessels and voyages:

1. The S. S. *Iroquois* and S. S. *Olympic* for international voyages between Seattle, Washington, and Victoria, B. C., via Port Townsend and Port Angeles.

2. The S. S. *Quilcene*, S. S. *City of Angeles*, and S. S. *Rosario* for international voyages between Anacortes, Washington and Sydney, B. C., via Friday Harbor, San Juan Island, and Orcas, Orcas Island; and

Whereas, The voyages in question are within the class of voyages for which an exemption from the requirement for a radiotelegraph installation, as specified in Article 27 of the Safety of Life at Sea Convention, may be granted under Article 28 of the Convention; and

Whereas, Although from the facts stated in the application and the preliminary investigation of the Commission, it appears that the requirement of a radiotelegraph installation would be unreasonable and unnecessary in so far as the voyages in question are concerned, nevertheless the Commission desires to further consider the matter and to afford an opportunity for any person having information bearing upon the route or conditions of the said voyages to present that information to the Commission; and

It further appearing that it is in the public interest that voyages on the route in question should not be interrupted

FEDERAL REGISTER, March 13, 1937

and that the applicant would be subjected to undue hardship if it were required to install radiotelegraph installations pending final determination of the issues involved, the Commission finds that to require the vessels concerned to be equipped with radiotelegraph installations pending final determination by the Commission of the character of the route and conditions of the voyages in question, would be unreasonable and unnecessary.

It is ordered, That the vessels concerned shall be exempt from compliance with the radiotelegraph installation requirement of Article 27 of the Safety of Life at Sea Convention pending further order of the Commission and in any event for a period not exceeding 60 days from the date of this order.

Dated this 9th day of March, 1937.

By order of the Commission, Telegraph Division.

[SEAL]

JOHN B. REYNOLDS,
Acting Secretary.

[F. R. Doc. 37-718; Filed, March 12, 1937; 10:51 a. m.]

APPROVAL OF ANNUAL REPORT FORM H

The Commission, at a General Session on December 2, 1936, approved the Annual Report Form H¹ and Statistical Circular No. 1, as revised, for holding companies for the year 1936.

[SEAL]

JOHN B. REYNOLDS,
Acting Secretary.

[F. R. Doc. 37-716; Filed, March 12, 1937; 10:51 a. m.]

APPROVAL OF ANNUAL REPORT FORM M

The Telephone Division at its regular meeting on December 2, 1936, approved the Annual Report Form M¹ for telephone carriers for the year 1936, as revised.

[SEAL]

JOHN B. REYNOLDS,
Acting Secretary.

[F. R. Doc. 37-717; Filed, March 12, 1937; 10:51 a. m.]

INTERSTATE COMMERCE COMMISSION.

NOTICE

POSTING OF TARIFFS, SCHEDULES OF MINIMUM CHARGES, AND CONTRACTS

MARCH 9, 1937.

To All Motor Carriers Subject to Sections 217 and 218 of the Motor Carrier Act, 1935:

Numerous complaints have been made that motor carriers do not post and keep their tariffs, schedules of minimum charges, or copies of contracts stating rates and charges open to public inspection as required by Sections 217 and 218 of the Motor Carrier Act, 1935, and the Commission's regulations issued under the authority of those sections.

It is unlawful to withhold posting a publication until its published effective date.

Each such publication must be posted at each point required by Rule 6 of the tariff circular in time to give the notice required by the law. For example, if a carrier files a tariff or supplement thereto with the Commission, which tariff or supplement is to take effect on thirty days' notice, copy of that tariff or supplement must be posted and kept open to public inspection at least thirty days prior to the

¹ Filed with Division of the Federal Register; copies available upon application to Federal Communications Commission.

effective date. The publications referred to above should be placed in the custody of an authorized employee of the carrier who must keep them in a complete and readily accessible form so that anyone (competitors, shippers and others) may examine them without assigning any reason for so doing.

Carriers whose tariffs are issued by tariff publishing agents or by other carriers must see to it that they are furnished copies of such tariffs and all supplements thereto in time to permit the posting thereof in accordance with the requirements of the law.

Carriers failing to comply with the requirements of the Motor Carrier Act, 1935, and the Commission's regulations as to posting and keeping their publications open to public inspection will be subject to prosecution.

[SEAL]

GEORGE W. LAIRD,
Acting Secretary.

[F. R. Doc. 37-721; Filed, March 12, 1937; 11:55 a. m.]

SECURITIES AND EXCHANGE COMMISSION.

United States of America—Before the Securities and Exchange Commission

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 11th day of March, A. D. 1937.

IN THE MATTER OF WASHINGTON GAS AND ELECTRIC COMPANY

[File No. 46-35]

NOTICE OF AND ORDER FOR HEARING

An application having been duly filed with this Commission by Washington Gas and Electric Company, a registered holding company and a subsidiary of the North American Gas and Electric Company, a registered holding company, pursuant to Section 10 (a) (1) of the Public Utility Holding Company Act of 1935, for approval of the acquisition of 860 shares of common stock, being 100% of all stock issued and outstanding of the Columbia Electric Development Company, owned by Longview Fibre Company; said applicant being lessee of the property of the issuer of the securities in question;

It is ordered that a hearing on such matter be held on March 30, 1937, at ten o'clock in the forenoon of that day at Room 1101, Securities and Exchange Building, 1778 Pennsylvania Avenue NW., Washington, D. C.; and

NOTICE OF SUCH HEARING IS HEREBY GIVEN to said party and to any interested State, State commission, State securities commission, municipality, and any other political subdivision of a State, and to any representative of interested consumers or security holders, and any other person whose participation in such proceeding may be in the public interest or for the protection of investors or consumers. It is requested that any person desiring to be heard or to be admitted as a party to such proceeding shall file a notice to that effect with the Commission on or before March 25, 1937.

It is further ordered that Richard Townsend, an officer of the Commission, be and he hereby is designated to preside at such hearing, and authorized to adjourn said hearing from time to time, to administer oaths and affirmations, sub pena witnesses, compel their attendance, take evidence, and require the production of any books, papers, correspondence, memoranda, contracts, agreements, or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

Upon the completion of the taking of testimony in this matter, the officer conducting said hearing is directed to close the hearing and make his report to the Commission.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR, Secretary.

[F. R. Doc. 37-720; Filed, March 12, 1937; 11:53 a. m.]